

Messerschmitt Owners' Club FAQ

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Just click on the join on the left. You can pay with a credit card and you do not have to own a Messerschmitt.

If I join MOC, what can I expect as a member?

You will receive our magazine Kabinews - published regularly, minimum bi-monthly, and mailed throughout the World. Updates on spare parts are included every month together with an events page. Many interesting articles fully illustrated with good quality pictures will help you with your restoration or just keep you up to date with what others are doing. You will have access to our spare parts service with Worldwide distribution. You might just enjoy the contacts and monthly magazine but you will also have the opportunity to help with the organisation of the Club - we are always looking for people to organise publicity, social events, parts transport, and parts procurement. You may have specialist skills to offer and we can assure you of a warm welcome.

Where can I buy parts for my Messerschmitt?

The MOC has all wear parts available for the KR200 - we even have complete body-shells available! (See what is available, below). Some rarely needed body panels are missing from the range and it may even be possible locate these rare parts for you from specialist manufacturers.

What is available?

Browse our parts shop to see available parts. Also available for download are parts lists in Excel format. If you need to identify what you need, free parts manuals are available in Adobe PDF format for both the body and the engine.

Can I have the parts sent to me - anywhere in the World?

MOC operates a by return postal service throughout the World. The price shown in the parts list includes UK sales tax of 17.5% and this is deducted from your purchase. In practice, this amount is usually enough to cover shipping costs to your home. Remember, you may have to pay import duty to the tax authorities in your country.

The part I need is not on the list?

MOC operates a used parts service to members only. All enquiries to Derek Cole - his name is listed in the Club Magazine.

How can I buy a Messerschmitt?

Our monthly magazine, Kabinews, always has examples for sale. Messerschmitts appear infrequently in the Classic Car press and are usually priced higher than in Kabinews.

How much can I expect to pay for a Messerschmitt?

The prices shown below are for the more common KR200 model. Tg 500 is extremely rare and prices are around THREE TIMES more than KR200. KR 175 is also rare but is usually less than KR200 prices. Parts are difficult to find for Tg500 & KR175 In the U.K. prices start at ?1,000 for examples requiring extensive restoration. For one needing major work but complete and no major corrosion - ?3,500. For one running and fully roadworthy, but needing paint and interior ?5,000. For near perfect condition with a full restoration, between ?6,000 and ?9,000. In the USA prices start at \$4,000 for examples requiring extensive restoration. For one needing major work but complete and no major corrosion - \$8,000 - \$10,000. For one running and fully roadworthy but needing paint and interior \$15,000 - \$18,000. For near perfect condition with a full restoration, between \$20,000 and \$25,000. In Germany prices start at 2,500 euro for examples requiring extensive restoration. For one needing major work but complete and no major corrosion 5,000 euro. For one running and fully roadworthy but needing paint and interior 10,000 euro. For near perfect condition with a full restoration, between 12,000 euro and 17,000 euro.

Who runs the MOC?

There is just one paid employee in the MOC - Wynford Jones. He is paid on a commission basis for running the spare parts service. All other services are provided voluntarily and a National Committee meets Bi-Annually to discuss and agree the administration work. There are two executive officers responsible for the day-to-day running of the Club.

What happens to the money from subscriptions and spare parts?

The subscription income just covers the cost of production and distribution of our monthly magazine Kabinews. The spare parts income covers the cost of Insurance, Storage, Telephone, Office equipment, Transport, and sales commission to Helga Bonner. There is a small profit element that is used to invest in new spare parts projects. Therefore all profits are re-invested and do not go to any private individual.

You can learn more about the club by downloading the club handbook.